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DRAFT
ENVIRONMENTAL IMPACT REPORT
FOR
A PROPOSAL FOR CITIZEN REVIEW
THE PLAN FOR THE NORTHEASTERN WATERFRONT
A PART OF THE MASTER PLAN
OF THE CITY AND COUNTY OF SAN FRANCISCO
AND A REVISION OF THE NORTHERN WATERFRONT PLAN

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DECEMBER 3, 1976

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The proposal by the San Francisco Department of City Planning entitled "The Plan for the Northeastern Waterfront" (the revision of the Northern Waterfront Plan), along with conforming amendments to the "Transportation Element of the City's Comprehensive Plan" and to the Bay Conservation and Development Commission's "Special Area Plan No. 1: San Francisco Waterfront", are herein attached and are an integral part of this report.

I. SUMMARY

If adopted by the San Francisco City Planning Commission, the Northeastern Waterfront Plan and conforming amendments to the Transportation element, would be the City's planning policy for the future of the Northeastern Waterfront area. Because the Revised Plan would guide the City's actions in approving public improvements and private development projects, it could have impacts on the environment of this Northeastern Waterfront area. The proposed plan discusses these impacts by stating objectives and policies in terms of the type of environment to be created through implementation of the Plan.

The Department of City Planning has requested that the San Francisco Bay Conservation and Development Commission (BCDC), an agency of the State of California, created after adoption of the present Northern Waterfront Plan, amend its "Special Area Plan No. 1: San Francisco Waterfront" to conform to the City's Northeastern Waterfront Plan. If the City Planning Commission adopts the Northeastern Waterfront Plan, the BCDC will consider the proposed amendments to its Special Area Plan.

II. PROJECT DESCRIPTION

Community concern over preservation of maritime uses, creation of open space and alleviation of traffic and transportation problems, together with changes in governmental regulations, have made revision of The Northern Waterfront Plan desirable. The Proposal consists of an "Introduction" and "The Plan for the Northeastern Waterfront". The Plan would become a portion of the City's Comprehensive Plan, whereas the Introduction would not. The Introduction section of the Proposal, pages iii to vii, states the reasons and procedures for revision of the existing Northern Waterfront Plan. Page 1 of the Proposal states the overall goal of the Plan to be maximum economic development of the area consistent with maintenance and enhancement of the area's environmental quality and maximum access to the water's edge. See Figure 1, page 8, of the Proposal, for the area covered by the Plan. The Proposal deals with aspects of the City's environment which are covered by other elements of the Master Plan such as transportation, open space and housing. Its objectives and policies are intended to deal with issues unique to the Northeastern Waterfront area.

This Proposal will be submitted to the City Planning Commission along with conforming amendments to the Transportation Element of the City's Comprehensive Plan. Conforming amendments to the Bay Conservation and Development Commission's Special Area Plan No.1 will be submitted to that Commission. The Proposal, conforming

The proposal by the San Francisco Department of City Planning entitled "The Plan for the Northeastern Waterfront" (the revision of the Northern Waterfront Plan), along with containing amendments to the "Transportation Element of the City's Comprehensive Plan" and to the Bay Conservation and Development Commission's "Special Area Plan No. 1: San Francisco Waterfront", are herein attached and are an integral part of this report.

I. SUMMARY

It is noted by the San Francisco City Planning Commission, the Northeastern Waterfront Plan and containing amendments to the Transportation Element, would be the City's planning policy for the future of the Northeastern Waterfront area. Because the Revised Plan would guide the City's actions in approving public improvements and private development projects, it could have impacts on the environment of this Northeastern Waterfront area. The proposed plan discusses these impacts by stating objectives and policies in terms of the type of environment to be created through implementation of the plan.

The Department of City Planning has requested that the San Francisco Bay Conservation and Development Commission (BCDC), an agency of the State of California, created after adoption of the present Northern Waterfront Plan, amend its "Special Area Plan No. 1: San Francisco Waterfront" to conform to the City's Northeastern Waterfront Plan. If the City Planning Commission adopts the Northeastern Waterfront Plan, the BCDC will consider the proposed amendments to its Special Area Plan.

II. PROPOSED DESCRIPTION

Community concern over preservation of maritime uses, creation of open space and alleviation of traffic and transportation problems, together with changes in governmental regulations, have made revision of the Northern Waterfront Plan desirable. The proposal consists of an "Introduction" and "The Plan for the Northeastern Waterfront". The plan would become a portion of the City's Comprehensive Plan, whereas the Introduction would not. The Introduction section of the proposal, pages 11 to 17, states the reasons and procedures for revision of the existing Northern Waterfront Plan. Page 1 of the proposal states the overall goal of the plan to be maximum economic development of the area consistent with enhancement and enhancement of the area's environmental quality and maximum access to the water's edge. See Figure 1, page 8, of the proposal, for the area covered by the plan. The proposal deals with aspects of the City's environment which are covered by other elements of the Master Plan such as transportation, open space and housing. Its objectives and policies are intended to deal with issues unique to the Northeastern Waterfront area.

This proposal will be submitted to the City Planning Commission along with containing amendments to the Transportation Element of the City's Comprehensive Plan. Containing amendments to the Bay Conservation and Development Commission's Special Area Plan No. 1 will be submitted to that Commission. The proposal containing

amendments to the Transportation Element, and this Draft Environmental Impact Report will be presented before the City Planning Commission on December 16, 1976, and a public hearing held before that Commission on January 6, 1977. The Proposal will also be presented to the Bay Conservation and Development Commission and a public hearing held on the proposed conforming amendments to the Special Area Plan No. 1 on January 6, 1977.

III. ENVIRONMENTAL SETTING

The setting of the waterfront section of the area covered by this Proposal is described within the area description of a BCDC document: "Final Environmental Impact Report on the Special Area Plan for the San Francisco Waterfront," March, 1975.* Section II of the report, Environmental Description (pages 4 - 22), discusses the various aspects of the environmental setting of both the Northern and Southern Waterfronts of San Francisco.

Other materials relevant to discussion of the Northeastern Waterfront area include: the "San Francisco Bay Plan" which is a State of California law administered by the San Francisco Bay Conservation and Development Commission; the "BCDC Special Area Plan No. 1: the San Francisco Waterfront" which is an amendment to the Bay Plan; and the "Final Environmental Impact Report for the Proposed North Point Park/Marina Project" which concerns a major development project for the Fisherman's Wharf area.

Inland from the waterfront, the environmental setting of each sub-area of the Northern Waterfront is unique, and is described as follows:

Fisherman's Wharf Area - This area contains two major types of land-use activities: the commercial fishing and processing industries, and tourist-oriented recreation and services. In addition, the area contains office and residential uses and commercial uses which serve local residents. General industrial, warehousing and maritime-related uses, at one time the dominant uses in this area, no longer exist to any significant extent. The area is often congested with traffic, commuter autos using Bay Street, commuter buses using North Point Street, and Fisherman's Wharf visitor traffic on the other streets.

Base of Telegraph Hill Area - This area, previously containing warehouse facilities and industries related to maritime activities, is in the process of transition, increasingly being occupied by office and residential activities. In anticipation of this transition, land has been cleared and is presently used for parking. An historic district designation has been proposed for part of the area, and three structures have been designated as Historical Landmarks. Substantial amounts of commuter traffic and/or transit movement occur on Battery and Sansome Streets, Broadway and The Embarcadero.

*On file and available for public review at the Department of City Planning, 100 Larkin Street, under file number EE74.315/NLA.

amendments to the Transportation Element, and this final Environmental Impact Report will be presented before the City Planning Commission on December 15, 1975. A public hearing will be held before the Commission on January 5, 1976. The final report will also be presented to the Bay Conservation and Development Commission and a public hearing held on the proposed amendments to the final report on January 15, 1976.

III. Environmental Setting

The setting of the waterfront section of the area covered by this proposal is described within the area description of a SDC document: "Final Environmental Impact Report on the Special Area Plan for the San Francisco Waterfront," March 1975. Section II of the report, Environmental Description (pages 4-12), discusses the various aspects of the environmental setting of both the Northern and Southern Waterfronts of San Francisco.

Other materials relevant to discussion of the Northern Waterfront area include the "San Francisco Bay Plan" which is a State of California law administered by the San Francisco Bay Conservation and Development Commission. The "SDC Special Area Plan" is the San Francisco Waterfront, which is an amendment to the Bay Plan; and the "Final Environmental Impact Report for the proposed North Point Park/Water Project" which concerns a major development project in the Fisherman's Wharf area.

Inland from the waterfront, the environmental setting of each sub-area of the Northern Waterfront is unique, and is described as follows:

Fisherman's Wharf Area - This area contains two major types of land-use activities: the commercial fishing and processing industries, and tourist-oriented recreation and services. In addition, the area contains public and residential uses and commercial uses which serve local residents. General industrial, warehousing and medium-density uses, as well as the historic area in this area, no longer exist to any significant extent. The area is often congested with traffic, commuter buses, and Bay Bridge, commuter buses using North Point Street, and Fisherman's Wharf Waterfront traffic on the other streets.

Base of Telegraph Hill Area - This area, previously containing warehouses, facilities and industries related to maritime activities, is in the process of renovation, increasingly being occupied by office and residential activities. In renovation of this area, land has been cleared and is presently used for parking. An historic district designation has been proposed for part of the area, and these structures have been designated as historic landmarks. Substantial amounts of commuter traffic and/or transit movement occur on Highway and various streets, Broadway and the Embarcadero.

*On file and available for public review at the Department of City Planning, 100 Larkin Street, under file number 2274-21-00A.

Ferry Building Area - The western side of this area has uses related to the office activity of the Financial District, and includes residential uses north of Market Street and industrial uses to the south. Major open space facilities are located at Justin Hermann Plaza and under the adjacent freeway ramps. The Lower Market-Embarcadero (Golden Gateway) Redevelopment Project occupies a large amount of the area north of Market Street and consists of an office and a residential section, neither of which are complete.

Various transit facilities and the elevated freeway are important factors in the environmental setting, as described in the environmental impact report of the BCDC Special Area Plan.

North China Basin Area - A section of the City which had previously served the maritime industry, this area is currently undergoing a decline in industrial use which has left some undeveloped and partially-developed land. The area is adjacent to the South Park residential area, and also related to the South-of-Market manufacturing areas.

IV. ENVIRONMENTAL IMPACT OF THE PROPOSED ACTION

The objectives and policies of the Proposal deal with the public and private development of various land-use activities and transportation facilities in the Northeastern Waterfront area. The effect of these policies would be to cause the individual improvements and development projects which occur subsequent to the revision to take certain forms and to accomplish certain objectives of the City. The Northeastern Waterfront Plan would guide development but would not, of itself, cause development to occur.

As is evident in the Proposal itself, the objectives and policies are designed to allow reasonable and necessary changes to take place in the future, while minimizing the adverse environmental impacts which might occur with such changes. The Plan recognizes that there is a substantial amount of land within the Northeastern Waterfront area which is either undeveloped or minimally developed. The Plan attempts to balance the objectives of retaining existing economic activity, permitting growing sectors of the local economy to expand, reducing the housing and job shortages, providing housing opportunities for a wide range of economic groups, and improving the economy of the City and the Port, with the objectives of preserving and enhancing the environment with respect to traffic volume and congestion, air quality, noise, open space, the area's historic maritime character, views and public access to the Bay. Specific impacts of each improvement or development project would be addressed in the environmental review of the individual activity.

Future environmental reviews of improvements or development projects would include provisions for site-specific geotechnical investigations by California-licensed engineers for any project in an area of particular geologic hazard. Seismic impact probabilities would be discussed as indicated in "San Francisco

Porty Building Area - The western side of this area has been related to the office activity of the Western District, and includes residential areas north of Market Street and industrial areas to the south. Major open spaces are located at Foster Avenue, Bixby and other the adjacent highway. The lower Market-Industrial (Western District) Development Project occupies a large amount of the area north of Market Street and consists of an office and a residential section, neither of which are complete.

Western District Industrial and the elevated freeway are important factors in the environmental setting as described in the environmental impact report of the WDC Special Area Plan.

North China Basin Area - A section of the City which has previously served the marine industry, this area is currently undergoing a decline in industrial use which has left some undeveloped and partially-developed land. The area is adjacent to the North Park residential area, and also related to the South of Market area.

IV. ENVIRONMENTAL IMPACT OF THE PROPOSED ACTION

The objectives and policies of the proposed deal with the City and with the development of various land-use activities and transportation facilities in the Western District area. The effect of these policies would be to cause the individual agencies and development projects which occur subsequent to the revision to take certain steps and to accomplish certain objectives of the City. The Western District area would guide development but would not, at least, cause development to occur.

As is evident in the proposed itself, the objectives and policies are designed to allow reasonable and necessary changes to take place in the future, while minimizing the adverse environmental impacts which might occur with such changes. The plan recognizes that there is a substantial amount of land within the Western District area which is either undeveloped or minimally developed. The plan attempts to balance the objectives of retaining existing economic activity, permitting economic activity of the local economy to expand, reducing the housing and job shortages, providing training opportunities for a wide range of economic groups, and improving the economy of the City and the Port, with the objectives of preservation and enhancing the environment with respect to traffic volume and congestion, air quality, noise, open space, the area's historic or natural character, views and public access to the Bay. Specific impacts of such development or development projects would be addressed in the environmental review of the individual activity.

Future environmental review of development or development projects would include provisions for site-specific environmental investigations by California licensed engineers for any project in an area of particular concern. Further impact potentialities would be discussed as indicated in San Francisco

Seismic Safety Investigation," by John A. Blume and Associates*. Future environmental review would also include provision for professional evaluation of any archaeological finds.

Liquid waste generated as a result of new development would be treated at the Northpoint Water Pollution Control Plant, a facility having a capacity which is exceeded during most rainy periods. Implementation of the City's Wastewater Management Master Plan (see Chapter V), which calls for eventual phasing out of this facility, would ultimately lead to substantial compliance with those requirements.

Development of additional activities permitted or encouraged by the objectives and policies of this Plan would increase local energy consumption, especially that used in the construction and operation of new and rehabilitated buildings and transit facilities. However, this would not necessarily be a net increase, since some or all of these activities might have been located or expected to locate elsewhere. Since the Plan discourages access by automobiles through incorporating policies which would discourage the development of additional parking facilities and through prohibiting the expansion of the automobile capacity of the road system, increased energy consumption by automobiles would be limited. Here again, specific impacts would be discussed in the environmental review of individual projects.

The Introduction of the Proposal describes the participation by an advisory committee in the formation of objectives and policies. Through both representation on the committee and participation in committee meetings, the environmental concerns of neighborhood, business and labor organizations, special-interest groups, government agencies and private individuals are all expressed in the Proposal (in that form taken by majority recommendations).

V. MITIGATION MEASURES PROPOSED TO MINIMIZE THE IMPACT

The objectives and policies of the Plan were developed to permit improvement and development projects while minimizing adverse impacts to the environment, such as:

- (1) the impacts of traffic volume and congestion (and associated air quality, noise and energy consumption) through providing improvements in transit, bicycle and pedestrian access to and within the waterfront area, through discouraging access by automobile, by encouraging the development of additional housing within walking distance of a substantial number of job opportunities, through balancing uses which create concentrations of activity during certain peak periods with uses which create

*On file and available for public review at the Department of City Planning, 100 Larkin Street.

Scientific Safety Investigation" by John A. Rizzo and Associates. Future environmental review would also include provisions for professional evaluation of any archaeological finds.

Impacts were generated as a result of new development would be created at the Washington Water Pollution Control Plant, a facility having a capacity which is exceeded during peak rainy periods. Implementation of the City's wastewater management plan (see Chapter V), which calls for eventual phasing out of this facility, would ultimately lead to substantial compliance with these requirements.

Development of additional activities generated or encouraged by the objectives and policies of this plan would increase local energy consumption, especially that used in the construction and operation of new and rehabilitated buildings and related facilities. However, this would not necessarily be a net increase, since some or all of these activities might have been located or expanded to locate elsewhere. Since the plan discourages the development of additional parking facilities and through prohibiting the expansion of the automobile capacity of the road system, increased energy consumption by automobiles would be limited. Here again, specific impacts would be discussed in the environmental review of individual projects.

The introduction of the Program describes the participation by an advisory committee in the formation of objectives and policies. Through both representation on the committee and participation in committee meetings, the environmental concerns of neighborhood, business and labor organizations, special-interest groups, government agencies and private individuals are all expressed in the program (in that form taken by majority recommendations).

V. ATTENTION MUST BE GIVEN TO MINIMIZE THE IMPACT

The objectives and policies of the plan were developed to permit improved land and development projects while minimizing adverse impacts to the environment, such as:

- (1) The impacts of traffic volume and congestion and associated air quality, noise and energy consumption through providing improvements in transit, bicycle and pedestrian access to and within the downtown area, through discouraging access by automobile, by encouraging the development of additional housing within walking distance of a substantial number of job opportunities, through increasing mass transit connections of activity during certain peak periods with mass transit.

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100 Martin Street.

activity during other periods, and through limiting the intensity of activities;

(2) the increased number of people living, working and using the area and the "open" feeling produced by existing vacant or minimally developed properties through the development of additional open space and through retaining and improving views of the Bay; and

(3) the possible loss of the area's historic maritime character through preservation of existing historic buildings, and through ensuring that new development complements this character. Construction-related energy consumption would be reduced by the policy of emphasizing rehabilitation of buildings. Mitigation measures for specific impacts would be discussed in the environmental review of individual projects.

The present wet weather sewage overflow problem would be alleviated by implementation of the Wastewater Management Master Plan. Improvements to receiving water quality are expected in 1980, and will continue for a score or more years thereafter.*

VI. ANY ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSAL IS IMPLEMENTED

Implementation of the objectives and policies of the Proposal would result in increased activity occurring at various locations in the Northern Waterfront area, with corresponding increases in energy consumption, transportation noise and vehicle emissions. Physical development which would occur would block views, disrupt Bay flora and fauna and affect Bay currents and local water quality. If these objectives and policies were not implemented, development with similar or greater impacts could possibly occur. More specific adverse impacts would be discussed in the previously mentioned individual environmental reviews of projects.

VII. ALTERNATIVES TO THE PROPOSED PROJECT

Alternative: No revision of the existing Northern Waterfront Plan.

If the existing Plan were not to be revised, it would continue to conflict with State law as described in the Introduction of the Proposal. In addition, various interests throughout the community would continue to voice objections to certain provisions of the Plan. These interests would probably prevent many of the improvements and development projects which would be proposed pursuant to the existing Plan and the City would still fail to realize the potential social,

*For further information see the EIR/S for the San Francisco Wastewater Management Plan, Department of City Planning, May 1974, and EIR for the North Shore Outfalls Consolidation, Department of City Planning, December 1975.

activity during other periods, and through limiting the intensity of activities;

(2) The increased number of people living, working and using the area and the "peak" loading produced by existing vacant or minimally developed properties through the development of additional open space and through retaining and improving views of the Bay; and

(3) The possible loss of the area's historic maritime character through preservation of existing historic buildings, and through ensuring that any development complements this character. Consideration of energy conservation would be required by the policy of maintaining rehabilitation of buildings. Mitigation measures for specific impacts would be discussed in the environmental review of individual projects.

The present wet weather sewage overflow problem would be alleviated by implementation of the wastewater treatment plant. Improvements to existing water quality are expected in 1990, and will continue for a number of years thereafter.

VI. ENVIRONMENTAL REVIEW WITH EMPHASIS ON AIR QUALITY

Implementation of the objectives and policies of the proposed would result in increased activity occurring at various locations in the Northern Waterfront area, with corresponding increases in energy consumption, transportation noise and vehicle emissions. Physical development which would occur would block views through Bay front and along Bay front and affect Bay front and local water quality. If these objectives and policies were not implemented, development with similar or greater impacts could possibly occur. More specific adverse impacts would be discussed in the previously mentioned individual environmental reviews of projects.

VII. ALTERNATIVES TO THE PROPOSED PROJECT

Alternative: No revision of the existing Northern Waterfront Plan.

If the existing Plan were not to be revised, it would continue to conflict with State law as described in the introduction of the proposal. In addition, various interests throughout the community would continue to voice objections to certain provisions of the Plan. These interests would probably prevent any of the improvements and development projects which would be proposed pursuant to the existing Plan and the City would still fail to realize the potential social,

For further information see the EIR for the San Francisco Waterfront Plan, June 1974, Department of City Planning, May 1974, and EIR for the North Shore San Francisco Consolidation, Department of City Planning, December 1974.

economic and environmental benefits from this area of the City. If, however, development were to proceed in accordance with the existing Plan, the adverse environmental impacts could be expected to be greater than those in the proposed revision. In particular, the existing Plan would:

(1) permit substantial additional visitor-oriented development such as restaurants, shops and hotels in the Fisherman's Wharf area including Pier 45, increasing the existing peak period congestion of the area;

(2) permit substantial and relatively tall office and residential development on new decking over the water in the Ferry Building area, thereby increasing the coverage of the surface of the Bay and substantially increasing the intensity of activity along the water's edge;

(3) encourage the provision of "parking belts" or parking resource areas in the Base of Telegraph Hill area and the area between Market Street and the Bay Bridge and encourage an increase in the capacity of the roadway system between the Ferry Building and the Golden Gate Bridge through widening The Embarcadero and creating a one-way couple on Bay and Northpoint Streets, thereby increasing the ability of the Northeastern Waterfront area to accommodate automobiles, increasing impacts on noise level, air quality, congestion of City streets, and energy consumption; and

(4) permit the development of "STOL" (Short take-off and landing aircraft) and helicopter landing facilities at certain locations, creating adverse noise and energy consumption impacts.

Alternative: A different revision of the existing Northern Waterfront Plan permitting a higher intensity of development.

A revision of the existing Plan which would permit a higher intensity of development could have the beneficial effects of creating additional revenues to the City and to the Port, creating additional jobs, increasing the feasibility of providing efficient and improved mass transit service to the waterfront area and creating the revenues to provide development of additional parks, public access to the Bay and other amenities. However, such an intensity of development might be expected to create additional traffic volume and congestion with its associated impacts, additional coverage of the surface of the Bay, an intensity of activity which could be detrimental to the environmental quality of adjacent residential areas, development which would block existing views of the Bay, and development which would not complement the existing form of the City. Additionally, such an alternative would not be expected to receive broad community support.

economic and environmental benefits from this area of the City. It, however, development was to proceed in accordance with the existing plan, the adverse environmental impacts could be expected to be greater than those in the proposed revision. In particular, the existing plan would:

(1) permit substantial additional visitor-oriented development such as restaurants, shops and hotels in the Fisherman's Wharf area including Pier 39, increasing the existing peak period visitor capacity of the area;

(2) permit substantial and relatively tall office and residential development on new docking over the water in the Ferry Building area, thereby increasing the volume of the business of the Bay and substantially increasing the intensity of activity along the water's edge;

(3) encourage the provision of "parking lots" or parking structures in the base of Telegraph Hill area and the area between Market Street and the Bay Bridge and encourage an increase in the capacity of the roadway system between the Ferry Building and the Golden Gate Bridge through widening the Embarcadero and creating a one-way couplet to Bay and North Beach streets, thereby increasing the ability of the Northwestern Waterfront area to accommodate automobiles, increasing impacts on noise levels, air quality, congestion of City streets, and energy consumption; and

(4) permit the development of "mini" (short take-off and landing aircraft) and helicopter landing facilities at certain locations, creating safety risks and energy consumption impacts.

Alternatives: A detailed revision of the existing Northern Waterfront plan providing a number intensity of development.

A revision of the existing plan which would permit a higher intensity of development would have the beneficial effects of creating additional revenues to the City and to the Port, creating additional jobs, increasing the feasibility of providing additional and improved mass transit service to the waterfront area and increasing the revenues to provide development of additional parks, public spaces to the Bay and other amenities. However, such an intensity of development might be expected to create additional traffic volume and congestion with its associated impacts, additional coverage of the surface of the Bay, an increase of activity which could be detrimental to the environmental quality of adjacent residential areas, development which would block existing views of the Bay, and development which would not recognize the existing form of the waterfront. Such an alternative would not be expected to receive broad community support.

Alternative: A different revision of the existing Northern Waterfront Plan permitting a minimum of additional development.

A revision of the existing Plan which would permit a minimum of additional development could be expected to create a minimum of additional traffic and its associated impacts, the surface area of the Bay covered would decrease as piers deteriorate, existing views could be maintained, the environmental quality of adjacent residential areas could be maintained, and the traditional physical form of the City could be maintained. However, the City and the Port would continue not to realize the economic potential of this area of the City, a minimum of additional jobs would be created, improved transit service would be less feasible, and park and public access improvements to the Bay would be more difficult to finance. As in the previous alternative, such an alternative would not be expected to receive broad community support.

VIII. THE RELATIONSHIP BETWEEN SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Discussion of this topic will occur in the environmental review of individual projects. Objectives and Policies of the City are proposed in the Plan which are to be the concept of long-term productivity.

Revision of the Northern Waterfront Plan should be undertaken now to reflect current governmental regulations and community desires and to determine what future development should be permitted on private and public land in the Northeastern Waterfront area. Development permitted under the existing Plan has been evaluated as undesirable (see Chapter II), and the sooner the question of desirable future development is resolved, the sooner this centrally located public and private property can be developed in a manner consistent with City goals and objectives.

IX. ANY IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

Discussion of this topic will occur in the environmental review of individual projects. The policies themselves would not, of themselves, cause any irreversible changes in use of land or commitment of resources.

X. THE GROWTH-INDUCING IMPACT OF THE PROPOSED ACTION

In general, the Proposal calls for improvements and development projects to take place which would increase the amount of activity which would occur throughout the Northern Waterfront area from existing levels. This activity would take place among both the resident and commuter populations and would result in an increase in both groups. Specific impacts of individual projects would be discussed in the environmental review of those projects.

Alternative: A historic review of the existing Northern Boulevard
Plan providing a minimum of additional development.

A revision of the existing plan which would permit a minimum of additional development could be expected to create a minimum of additional traffic and the associated impacts, the entire area of the Bay covered would decrease as private development, existing along with the maintained, the environmental quality of adjacent residential areas would be maintained. However, the City and the Port would continue to realize the economic potential of this area of the City, a minimum of additional jobs would be created, improved transit services would be less feasible, and park and public access improvements to the Bay would be more difficult to finance. As in the previous alternative, such an alternative would not be expected to receive broad community support.

III. THE RELATIONSHIP BETWEEN SHORT-TERM GOALS OF LAND DEVELOPMENT AND THE
MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Discussion of this topic will occur in the environmental review of individual projects. Objectives and policies of the City are proposed in the plan which are to be the concept of long-term productivity.

Revision of the Northern Boulevard Plan should be undertaken to collect current governmental regulations and standards, and to determine what future development should be permitted on private and public land in the Northern Boulevard area. Development permitted under the existing plan has been evaluated as undesirable (see Chapter II), and the question of desirable future development is resolved, the answer is centrally located public and private property can be developed in a manner consistent with City goals and objectives.

IX. THE ENVIRONMENTAL CONSEQUENCES WHICH WOULD BE INVOLVED
IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

Discussion of this topic will occur in the environmental review of individual projects. The policies themselves would not, of themselves, cause any irreversible changes in use of land or commitment of resources.

X. THE CURRENT-EXISTING STATE OF THE PROPOSED ACTION

In general, the proposal calls for improvements and development projects to take place which would increase the amount of activity which would occur throughout the Northern Boulevard area from existing levels. The activity would take place among both the resident and commercial populations and would result in an increase in both groups. Specific impacts of individual projects would be discussed in the environmental review of those projects.

XI. EIR AUTHORS AND CONSULTANTS; ORGANIZATIONS AND PERSONS CONSULTED

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Organizations

See Plan Introduction

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